

Austin



THE AUSTIN MOTOR CO. LTD.

LONGBRIDGE, BIRMINGHAM

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PUBLICATION 600

This Catalogue was issued by the Austin Motor Co. Ltd., October, 1927, and cancels all previous catalogues relating to the products listed herein.

SCHEDULE OF PRICES

AUSTIN TWENTY 4 and 6 Cylinder

PAGE						
7	CHASSIS	-	-	-	4-Cylinder	£325
8	"OPEN ROAD" 5-7 Seater Touring	-	-	-	"	£425
9	"MARLBOROUGH" Landaulet	-	-	-	"	£475
10	"CARLTON" Saloon	-	-	-	"	£495
11	"ASCOT" Saloon	-	-	-	"	£515
12-13	"RANELAGH" Limousine or Landaulet	-	-	-	"	£575
					6-Cylinder (page 5)	£425
					"	£525
					"	£595
					"	£615
					"	£675

AUSTIN SIXTEEN *Light Six*

PAGE						
14	CHASSIS	-	-	-	17 "BURNHAM" Saloon	£395
16	"OPEN ROAD" Touring Car	-	-	-	17 "BURNHAM" Saloon de Luxe	£435
20	TWO-SEATER SPECIAL	-	-	-		
						£255
						£355
						£355

AUSTIN TWELVE 4 Cylinder

PAGE						
19	CHASSIS	-	-	-	23 "WINDSOR" Saloon	£325
21	"CLIFTON" Touring Car	-	-	-	23 "WINDSOR" Saloon de Luxe	£355
16	"OPEN ROAD" Touring Car	-	-	-	22 "IVER" Saloon	£335
20	TWO-SEATER SPECIAL	-	-	-		
						£295
						£295

AUSTIN SEVEN 4 Cylinder

PAGE						
24	CHASSIS	-	-	-	26 SALOON	£150
25	TOURING CAR	-	-	-		
						£99
						£135

ADDITIONAL MODELS

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30	SEVEN "GORDON ENGLAND" Cup Model	-	-	-	33 TWELVE "HOVAL" Fabric Coupé	£325
30	SEVEN "GORDON ENGLAND" Fabric Saloon	-	-	-	34 TWELVE "GORDON" Saloon Landaulet	£375
31	SEVEN "MULLINER" Fabric Saloon	-	-	-	34 TWELVE "GORDON" Saloon (with division)	£385
31	TWELVE "MULLINER" 2-Seater	-	-	-	35 TWELVE "GORDON" Fabric Saloon Landaulet	£375
32	TWELVE "MULLINER" 4-Door "WEYMANN" Saloon	-	-	-		
						£375

FOREWORD



VIEW OF LONGBRIDGE WORKS FROM THE WEST. AREA COVERED 220 ACRES.

THE AUSTIN CAR has been distributed over the markets of the world for 23 years and during that period, which embraces practically the whole of the modern development of mechanical road transport, it has been regarded as a thoroughly representative British product in which every confidence could be placed.

As a result of this confidence and sense of security our sales are constantly increasing, enabling us to effect economies in production which are reflected in the reductions we have made from time to time in our prices.

We have always been pioneers in design, and the improvements which we have introduced have been incorporated only after careful, prolonged and satisfying tests.

Recognising, however, that repeated changes are not only a bar to economical manufacture, but also lead to heavy depreciation and reduction in the value of a used car, we do not slavishly follow fashion or attempt to obtain sales by mere novelty. The best proof of this statement is shown in the comparatively high market value obtained when a client wishes to sell his Austin car.

Although the purchasers of our cars may expect the minimum of trouble and expense in their use, we recognise the necessity of giving prompt and generous service in cases of accident, and therefore complete stocks of spares are carried in our Service Depots, and in the hands of our Agents in all parts of the world; backed up by a highly trained personnel ready to be sent at a moment's notice when needed.

The AUSTIN TWENTY 6 Cylinder

GENERAL DIMENSIONS.

Wheel Base	- - -	11ft. 4in. (3,454 mm.)
Track	- - -	4ft. 8in. (1,422 mm.)
Full car length (including luggage carrier)	- - -	16ft. 2in. (4,925 mm.)
Full car width	- - -	5ft. 9in. (1,752 mm.)
Ground clearance	- - -	9in. (229 mm.)
Weight of chassis	- - -	21½ cwt. (1,090 kilo.)

ENGINE.—6-cylinder monobloc; bore 3½in. (79.5 mm.); stroke 4½in. (114.5 mm.) Total capacity, 3,400 c.c.; R.A.C. rating, 23.5 h.p.; b.h.p. at 2,000 r.p.m., 49. The cylinder head is detachable and the valves are all on the left-hand side. The crankshaft is carried on eight bearings of large diameter. The pistons are of aluminium.

FUEL SUPPLY.—Is by a vacuum system. The fuel tank has a capacity of 15 gallons (68 litres), and is provided with a large filler; a dial gauge indicates the amount of fuel in the tank, and is readily observable when replenishing.

IGNITION.—By magneto.

COOLING.—By fan and pump.

LUBRICATION.—Lubrication is by means of a gear pump, forcing oil to all bearings of the crankshaft and camshaft. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun.

TRANSMISSION.—The clutch is of the single-plate type. The gearbox has four speeds forward, and reverse. The ratios

of engine to road wheels are:—1st speed, 20 to 1; 2nd speed 11.5 to 1; 3rd speed, 7.3 to 1; top speed, 4.67 to 1. Gear changes are effected by a lever mounted centrally on the top of the box. Final drive is by helical bevel gear mounted on roller bearings. The rear axle is of the three-quarter floating type.

BRAKES.—Front wheel brakes are fitted in addition to those on the rear wheels and on the transmission. The pedal applies brakes to all four road wheels, and the hand lever applies shoes directly to a drum behind the gear box. Both sets of brakes can be adjusted with facility.

STEERING.—Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the throttle and ignition levers. Under the wheel is the sensitive ring-operated horn switch.

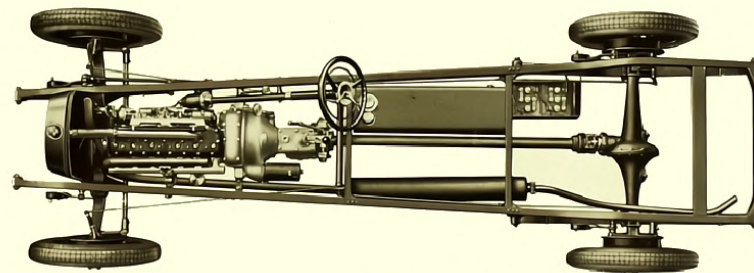
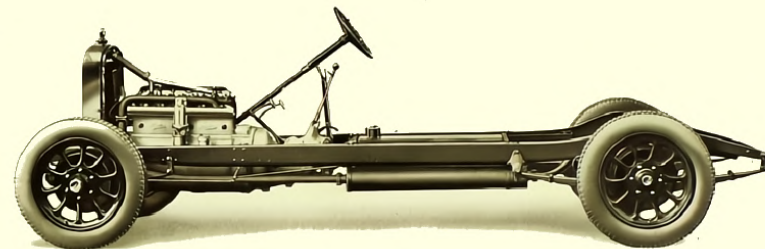
SUSPENSION.—Road springs are semi-elliptic; those at the rear are underslung and of exceptional length. All springs are fitted with gaiters. Shock absorbers are fitted to the front and rear of the car.

TYRES.—Dunlop cord, medium pressure.

EQUIPMENT.—12 volt electric starting and lighting (the dynamo is driven by a silent chain, totally enclosed in the rear of crankcase); carburettor air strangler, clock, speedometer (positively driven from the gear box), motometer, spare wheel and tyre and electric horn. The tools are securely and neatly stowed in a special dash compartment opening under the bonnet. Blank number plates are provided.

The chassis when sold alone includes:—

Dash-board.
Dashboard brackets.
Front flich plates.
Top toe plates.
Bonnet.
Bonnet handles and fasteners.
Radiator cowl.
Radiator motometer.
Number plates.
Starter switch.
Shock absorbers.
Spring gaiters.



Equipment included:—

Fitted to combined dashboard and tool compartment:
Switchboard.
Cut-out.
Dash lamps.
Speedometer.
Clock.
Horn.
Air strangler.
Steering column support.
Oil gauge.
Tools.

Included, but not fitted:—
Five lamps and adaptors.
Spare wheel and tyre.
Starting handle.

Price: £425 Complete at Works

The AUSTIN TWENTY 4 Cylinder

GENERAL DIMENSIONS.

Wheel Base	-	-	-	-	10ft. 10in. (3,302 mm.)
Track	-	-	-	-	4ft. 4in. (3,454 mm.)
Full car length (including luggage carrier)	-	-	-	-	15ft. 8in. (4,775 mm.)
Full car width	-	-	-	-	5ft. 9in. (1,752 mm.)
Ground clearance	-	-	-	-	8in. (203 mm.)
Weight of chassis	-	-	-	-	21½ cwt. (1,090 kilo.)

ENGINE.—4-cylinder monobloc; bore 3½ in. (95 mm.); stroke 5 in. (127 mm.) Total capacity, 3,610 c.c.; R.A.C. rating, 22.4 h.p.; b.h.p. at 2,000 r.p.m., 45. The cylinder head is detachable and the valves are all on the left-hand side. The crankshaft is carried on five bearings of large diameter. The pistons are of aluminium.

FUEL SUPPLY.—Is by a vacuum system. The fuel tank has a capacity of 15 gallons (68 litres), and is provided with a large filler; a dial gauge indicates the amount of fuel in the tank, and is readily observable when replenishing.

IGNITION.—By magneto.

COOLING.—By fan and pump.

LUBRICATION.—Lubrication is by means of a gear pump, forcing oil to all bearings of the crankshaft and camshaft. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun.

TRANSMISSION.—The clutch is of the single-plate type. The gearbox has four speeds forward, and reverse. The ratios

of engine to road wheels are:—1st speed, 17 to 1; 2nd speed, 9.7 to 1; 3rd speed, 6 to 1; top speed, 3.93 to 1. Gear changes are effected by a lever mounted centrally on the top of the box. Final drive is by helical bevel gear mounted on roller bearings. The rear axle is of the three-quarter floating type.

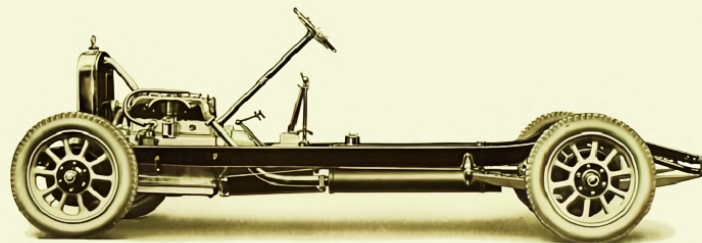
BRAKES.—Front wheel brakes are fitted in addition to those on the rear wheels and on the transmission. The pedal applies brakes to all four road wheels, and the hand lever applies shoes directly to a drum behind the gear box. Both sets of brakes can be adjusted with facility.

STEERING.—Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the throttle and ignition levers. Under the wheel is the sensitive ring-operated horn switch.

SUSPENSION.—Road springs are semi-elliptic; those at the rear are underslung and of exceptional length. All springs are fitted with gaiters. Shock absorbers are fitted to the front and rear of the car.

TYRES.—Dunlop cord, medium pressure.

EQUIPMENT.—12 volt electric starting and lighting (the dynamo is driven by a silent chain, totally enclosed in the crankcase); battery in improved position, carburettor air strangler, clock, speedometer (positively driven from the gear box), motometer, spare wheel and tyre and electric horn. The tools are securely and neatly stowed in a special dash compartment opening under the bonnet. Blank number plates are provided.



The chassis when sold alone includes:—

Dashboard,
Dashboard brackets,
Front fitch plates,
Top toe plates,
Bonnet,
Bonnet handles and fasteners,
Radiator cowl,
Radiator motometer,
Number plates,
Starter switch,
Shock absorbers,
Spring gaiters.

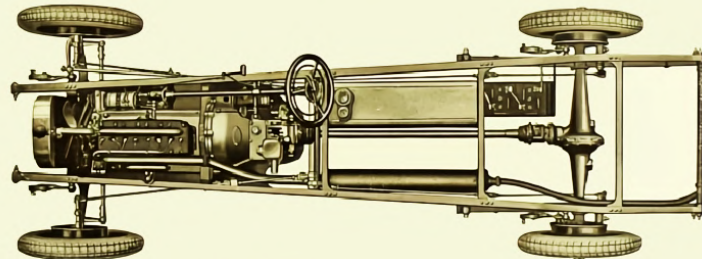
Equipment included:—

Fitted to combined dashboard and tool compartment:

Switchboard.
Cut-out.
Dash lamps.
Speedometer,
Clock,
Horn,
Air strangler.
Steering column support,
Oil gauge.
Tools.

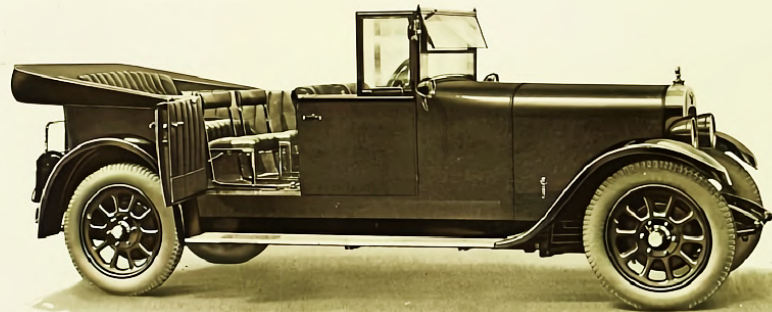
Included, but not fitted:—

Five lamps and adaptors.
Spare wheel and tyre.
Starting handle.



Price: £325 at Works

The AUSTIN TWENTY "OPEN ROAD" 5-7 Seater Car
4 and 6-Cylinder



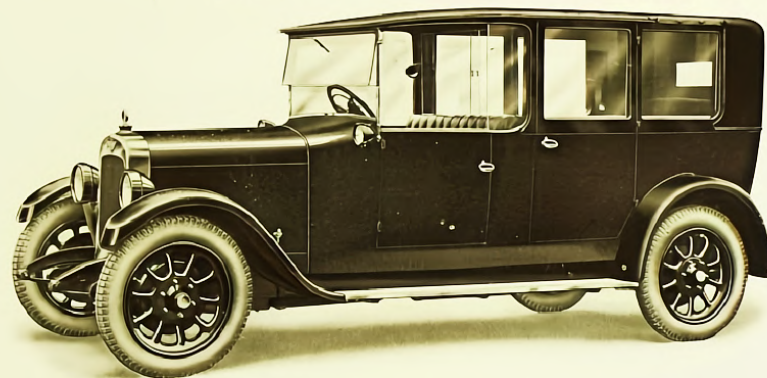
ACCOMMODATING with ease seven persons, it fulfils all the requirements of a powerful and comfortable touring car. The front seats are independently adjustable, and the two auxiliary seats fold up when not in use. An entirely new patented hood and side screens combine all the advantages of an open with the protection and cosiness of a four-door closed model. The side screens fold into the body when not in use. The last word in open car design.

Upholstered in best antique hand buffed leather. Equipment includes dipping headlights, clock, driving mirror, automatic windscreen wiper, Klaxon horn, licence holder, luggage carrier, and those accessories shown on chassis specification. Triplex glass, front screen, £5 10 0 extra.

Price :
4-Cylinder £425
6- " £525
Complete at Works



The AUSTIN TWENTY "MARLBOROUGH"
4-Cylinder Three-Quarter Landaulet



A SEVEN-SEATER MODEL which can be used with the rear part of the head open. The two folding auxiliary seats face forward. Weather protection is afforded the driver by readily detachable side screens. Thousands of this model have been sold and they have given complete satisfaction.

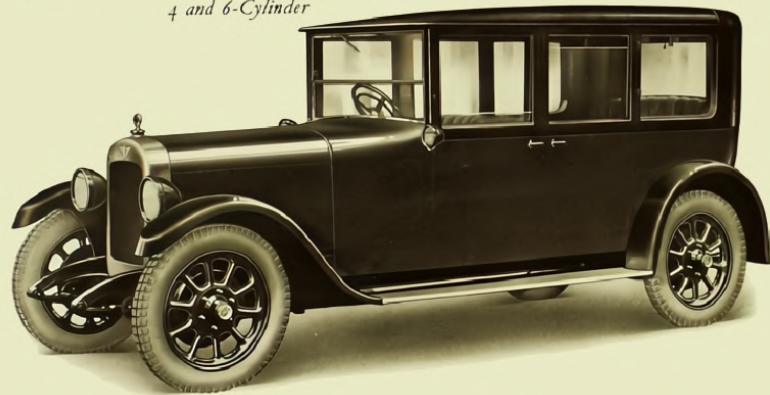
Upholstered to choice in best antique hand buffed leather, mohair or Bedford cord. Driving seat in leather. Equipment includes dipping headlights, clock, driving mirror, automatic windscreen wiper, Klaxon horn, licence holder, luggage carrier, and those accessories shown on chassis specification. Triplex glass, £32 0 0 extra.

Price: £475
Complete at Works



The AUSTIN TWENTY "CARLTON" Saloon

4 and 6-Cylinder



AMPLE window space renders the interior of this saloon particularly bright and gives clear vision almost all round. There is comfortable accommodation for six persons, and the four wide doors afford easy entrance and exit. The front seats are adjustable, and a revolving centre seat can be folded away when not required.

Upholstered to choice in best antique hand buffed leather, mohair or Bedford cord. Equipment includes dipping headlights, clock, driving mirror, automatic windscreen wiper, Klaxon horn, licence holder, luggage carrier, and those accessories shown on chassis specification. Triplex glass, £32 0 0 extra.

Price :
 4-Cylinder £495
 6- " £595
 Complete at Works



The AUSTIN TWENTY "ASCOT" Saloon

4 and 6-Cylinder (with Division)



THIS model is an alternative to the "Carlton" Saloon. The adjustable front seats are replaced by a fixed seat, and there is a glazed partition behind the driver, with central window to lower. At the rear of the partition are two folding emergency seats.

Upholstered to choice in best antique hand buffed leather, mohair or Bedford cord. Driving seat in leather. Equipment includes dipping headlights, clock, driving mirror, automatic windscreen wiper, Klaxon horn, licence holder, luggage carrier, and those accessories shown on chassis specification. Triplex glass, £39 0 0 extra.

Price :
 4-Cylinder £515
 6- " £615
 Complete at Works



The AUSTIN TWENTY "RANELAGH"
4 and 6-Cylinder *Enclosed Landalet*



DISTINGUISHED in appearance, and with luxurious accommodation for seven persons, this closed carriage is designed to be driven either by owner or chauffeur. The front compartment can be separated from the rear by raising the centre section of a transverse glazed partition. The rear portion of the head may be opened if desired. Unequalled in value.

Upholstered to choice in best antique hand buffed leather, mohair or Bedford cord. Driving seat in leather. Equipment includes dipping headlights, clock, driving mirror, automatic windscreen wiper, Klaxon horn, licence holder, luggage carrier, and those accessories shown on chassis specification. Triplex glass, £40 0 0 extra.

Price :
 4-Cylinder **£575**
 6- " **£675**
Complete at Works



The AUSTIN TWENTY "RANELAGH" Enclosed Limousine
4 and 6-Cylinder



REFINED in design, this handsome Limousine combines generous and comfortable seating accommodation for seven persons. The four doors are exceptionally wide, and the lowering of a transverse window in the glazed partition behind the front seats converts the interior into a saloon, which also admits of the owner driving. Aluminium panels with solid mouldings add to the beauty and permanence of the cellulose-finished bodywork.

Upholstered to choice in best antique hand buffed leather, mohair or Bedford cord. Driving seat in leather. Equipment includes dipping headlights, clock, driving mirror, automatic windscreen wiper, Klaxon horn, licence holder, luggage carrier, and those accessories shown on chassis specification. Triplex glass, £40 0 0 extra.

Price :
 4-Cylinder **£575**
 6- " **£675**
Complete at Works



The AUSTIN SIXTEEN 6 Cylinder

GENERAL DIMENSIONS.

Wheel Base	- - - -	9ft. 4in. (2,846 mm.)
Track	- - - -	4ft. 8in. (1,422 mm.)
Full car length (including luggage carrier)	- - - -	13ft. 6in. (4,116 mm.)
Full car width	- - - -	5ft. 6in. (1,676 mm.)
Ground clearance	- - - -	8½in. (216 mm.)
Weight of chassis	- - - -	14 cwt. (710 kilo.)

ENGINE.—6-cylinder monobloc; bore 2.58in. (65.5 mm.); stroke 4.375in. (111 mm.). Total capacity, 2,249 c.c.; R.A.C. rating, 15.9 h.p.; b.h.p. at 2,400 r.p.m., 40. The cylinder head is detachable and the valves are all on the left-hand side. The crankshaft is carried on eight bearings of large diameter. Pistons are of aluminium.

FUEL SUPPLY.—Is by a vacuum system. The fuel tank has a capacity of 8 gallons (36 litres), and is provided with a large filler; a dial gauge indicates the amount of fuel in the tank, and is readily observable when replenishing.

IGNITION.—By coil and battery.

COOLING.—By fan and pump.

LUBRICATION.—Lubrication is by means of a gear pump, forcing oil to all bearings of the crankshaft and camshaft. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun.

TRANSMISSION.—The clutch is of the single-plate type. The gearbox has four speeds forward, and reverse. The ratios

of engine to road wheels are :—1st speed, 20 to 1; 2nd speed, 12 to 1; 3rd speed, 8 to 1; top speed, 5.18 to 1. Gear changes are effected by a lever mounted centrally on the top of the box. Final drive is by helical bevel gear mounted on roller bearings. The rear axle is of the three-quarter floating type.

BRAKES.—Front wheel brakes are fitted in addition to those on the rear wheels and on the transmission. The pedal applies brakes to all four road wheels, and the hand lever applies shoes directly to a drum behind the gearbox. Both sets of brakes can be adjusted with facility.

STEERING.—Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the throttle and ignition levers. Under the wheel is the sensitive ring-operated horn switch.

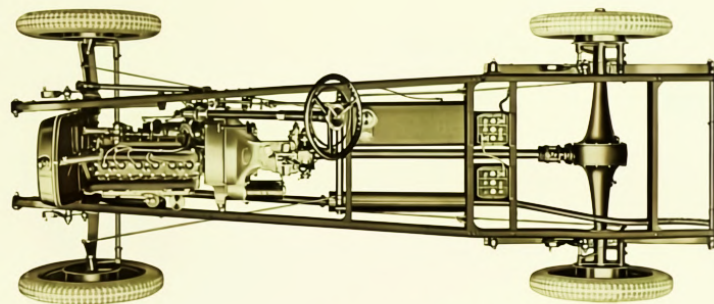
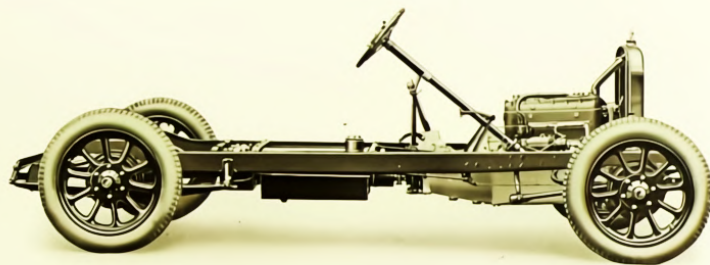
SUSPENSION.—Road springs are semi-elliptic; those at the rear are underslung and of exceptional length. All springs are fitted with gaiters. Shock absorbers are fitted to the front and rear of the car.

TYRES.—Dunlop cord, medium pressure.

EQUIPMENT.—12 volt electric starting and lighting (the dynamo is driven by a silent chain, totally enclosed in the rear of crankcase); battery in improved position, carburettor air strangler, clock, speedometer (positively driven from the gear box), motometer, spare wheel and tyre and electric horn. The tools are securely and neatly stowed in a special dash compartment opening under the bonnet. Blank number plates are provided.

The chassis when sold alone includes :—

Dashboard.
Dashboard brackets.
Front fitch plates.
Top toe plates.
Bonnet.
Bonnet handles and fasteners.
Radiator cowl.
Radiator motometer.
Number plates.
Starter switch.
Shock absorbers.
Spring gaiters.

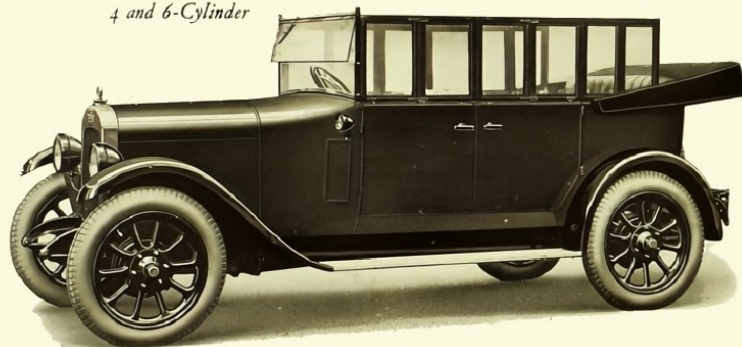


Equipment included :—
Fitted to combined dashboard and tool compartment :
Switchboard.
Cut-out.
Dash lamps.
Speedometer.
Clock.
Horn.
Air strangler.
Steering column support.
Oil gauge.
Tools.

Included, but not fitted :—
Five lamps and adaptors.
Spare wheel and tyre.
Starting handle.

Price : £255 Complete at Works

The AUSTIN Twelve and Sixteen "OPEN ROAD" 5-Seater
4 and 6-Cylinder



A REFINED and distinguished touring car with comfortable accommodation for five persons. Separate adjustment of the front seats secures individual ease. The new type hood and side curtains (patented) combine the advantages of an open car, with the protection of a closed model. The side curtains fold down into the body. Maintained at minimum cost.

Upholstered in best antique hand buffed leather. Equipment includes dipping headlights, clock, driving mirror, automatic windscreen wiper, electric horn, licence holder, luggage carrier, and those accessories shown on chassis specification. Triplex glass, £5 5 0 extra. On the 4 Cylinder model, dipping headlights £1 17 6 extra.

Price :
6-Cylinder £355
4- " £295
Complete at Works



The AUSTIN SIXTEEN "BURNHAM" Saloon
6-Cylinder



THIS model is an exceedingly attractive example of the light saloon car, to carry five persons. Increased seating accommodation for passengers makes for greater comfort, and the large windows give a spacious, bright and cheerful interior. The body panels are of aluminium, and the mouldings are solid. They cannot crack or move, so the cellulose finish remains unblemished.

The "de-luxe" model is more elaborately finished. Upholstered in furniture hide it is furnished also with special door pulls, step mats, roof ventilator, "T" door handles, and pockets in front doors, all of which are special to this model.

Upholstered to choice in best antique hand buffed leather, mohair or Bedford cord. Equipment includes dipping headlights, clock, driving mirror, automatic windscreen wiper, electric horn, licence holder, luggage carrier, and those accessories shown on chassis specification. Triplex glass, £30 0 0 extra.

Price:
De-Luxe £435
Standard £395
Complete at Works



The AUSTIN TWELVE

GENERAL DIMENSIONS.

Wheel Base	-	-	-	9ft. 4in. (2,846 mm.)
Track	-	-	-	4ft. 8in. (1,422 mm.)
Full car length (including luggage carrier)	-	-	-	13ft. 6in. (4,116 mm.)
Full car width	-	-	-	5ft. 6in. (1,676 mm.)
Ground clearance	-	-	-	8½in. (216 mm.)
Weight of chassis	-	-	-	13½ cwt. (680 kilo)

ENGINE.—4-cylinder monobloc; bore 2½ in. (72 mm.); stroke 4½ in. (114.5 mm.). Total capacity, 1861 c.c.; R.A.C. rating, 12.8 h.p.; b.h.p. at 2,000 r.p.m., 27. The cylinder head is detachable and the valves are all on the left-hand side. The crankshaft is carried on five bearings of large diameter. Pistons are of aluminium.

FUEL SUPPLY.—Is by a vacuum system. The fuel tank has a capacity of 8 gallons (36 litres), and is provided with a large filler; a dial gauge indicates the amount of fuel in the tank, and is readily observable when replenishing.

IGNITION.—By magneto.

COOLING.—By fan and pump.

LUBRICATION.—Lubrication is by means of a gear pump, forcing oil to all bearings of the crankshaft and camshaft. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun.

TRANSMISSION.—The clutch is of the single-plate type. The gearbox has four speeds forward, and reverse. The ratios

of engine to road wheels are:—1st speed, 20 to 1; 2nd speed, 12 to 1; 3rd speed, 8 to 1; top speed, 5.18 to 1. Gear changes are effected by a lever mounted centrally on the top of the box. Final drive is by helical bevel gear mounted on roller bearings. The rear axle is of the three-quarter floating type.

BRAKES.—Front wheel brakes are fitted in addition to those on the rear wheels and on the transmission. The pedal applies brakes to all four road wheels, and the hand lever applies shoes directly to a drum behind the gearbox. Both sets of brakes can be adjusted with facility.

STEERING.—Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the throttle and ignition levers. Under the wheel is the sensitive ring-operated horn switch.

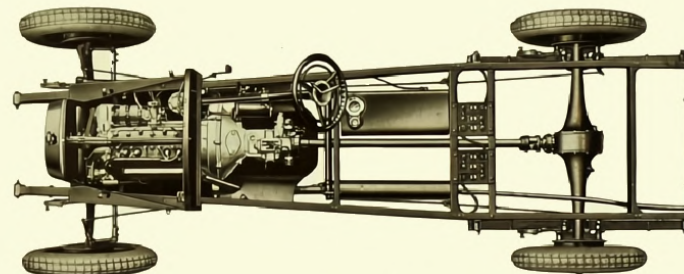
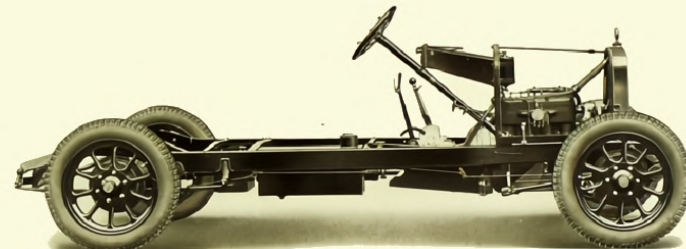
SUSPENSION.—Road springs are semi-elliptic; those at the rear are underslung and of exceptional length. All springs are fitted with gaiters. Shock absorbers are fitted to the front and rear of the car.

TYRES.—Dunlop cord, medium pressure.

EQUIPMENT.—12 volt electric starting and lighting (the dynamo is driven by a silent chain, totally enclosed in the crankcase); battery in improved position, carburettor air strangler, clock, speedometer (positively driven from the gear box), motometer, spare wheel and tyre and electric horn. The tools are securely and neatly stowed in a special dash compartment opening under the bonnet. Blank number plates are provided.

The chassis when sold alone includes:—

Dashboard.
Dashboard brackets.
Front fitch plates.
Top toe plates.
Bonnet.
Bonnet handles and fasteners.
+ Radiator cowl.
Radiator motometer.
Number plates.
Starter switch.
Shock absorbers.
Spring gaiters.



Equipment included:—
Fitted to combined dashboard and tool compartment:
Switchboard.
Cut-out.
Dash lamps.
Speedometer.
Clock.
Horn.
Air strangler.
Steering column support.
Oil gauge.
Tools.

Included, but not fitted:—
Five lamps and adaptors.
Spare wheel and tyre.
Starting handle.

Price: £195 *Complete at Works*

The AUSTIN "SPECIAL" 2-4 Seater



A COMFORTABLE two-four seater with separate adjustable bucket seats in front and large dickey seat at the rear. New type hood and side curtains; the side curtains fold into the doors when not required. The car combines all the advantages of an open touring two-seater with the protection of a two-seater Coupé. Behind the bucket seats there is a space which may be used for luggage or parcels, fully protected when the hood is raised.

Upholstered in best antique hand buffed leather. Equipment includes clock, driving mirror, automatic windscreen wiper, electric horn, licence holder, luggage carrier, and those accessories shown on chassis specification. Triplex glass, £5 5 0 extra. Dipping headlights, £1 17 6 extra.

Price: £295

4-Cylinder £255

6- " £355

(including Dipping Headlights)

Complete at Works



The AUSTIN TWELVE "CLIFTON" 5-Seater



AN economical and reliable 5-Seater Family Touring Car. The front seat is adjustable to suit the requirements of the individual driver, and, with the hood and side screens in position, complete protection from all weathers is obtained. Its low maintenance costs have been continuously demonstrated in all parts of the world.

Upholstered in best antique hand buffed leather. Equipment includes clock, driving mirror, automatic windscreen wiper, electric horn, licence holder, luggage carrier, and those accessories shown on chassis specification. Triplex glass, £5 5 0 extra. Dipping headlights, £1 17 6 extra.

Price: £255

Complete at Works



The AUSTIN TWELVE "IVER" Saloon (with Division)



BUILT on the "Austin Twelve" Chassis, this model is an alternative to the "Windsor" Saloon. It has seating capacity for five persons. Behind the front seat there is a glazed partition, the centre window of which can be raised when desired.

Upholstered to choice in best antique hand buffed leather, mohair or Bedford cord. The equipment includes clock, driving mirror, automatic windscreen wiper, electric horn, licence holder, luggage carrier, and those accessories shown on chassis specification. Triplex glass, £34 0 0 extra. Dipping headlights, £1 17 6 extra.

Price: **£335**
Complete at Works



The AUSTIN TWELVE "WINDSOR" Saloon



AN exceedingly attractive light saloon, with ample accommodation for five persons. Independently adjustable front seats are a convenience and added comfort; wide doors give easy access to all seats. Large windows make the interior bright, airy and cheerful. Well finished in every detail.

The "de-luxe" model is more elaborately finished. Upholstered in furniture hide it is furnished also with special door pulls, step mats, dipping headlights, roof ventilator, "T" door handles, and pockets in front doors, all of which are special to this model.

Upholstered to choice in best antique hand buffed leather, mohair, or Bedford cord. Equipment includes clock, driving mirror, automatic windscreen wiper, electric horn, licence holder, luggage carrier, and those accessories shown on chassis specification. Triplex glass, £28 0 0 extra. Dipping headlights, £1 17 6 extra on Standard Model.

Price :
De-Luxe **£355**
Standard **£325**
Complete at Works



The AUSTIN SEVEN

DIMENSIONS.

Full car length	-	-	-	9ft. 2in. (2,796 mm.)
Full car width	-	-	-	3ft. 10in. (1,169 mm.)
Wheel Base	-	-	-	6ft. 3in. (1,905 mm.)
Track	-	-	-	3ft. 4in. (1,016 mm.)
Road clearance	-	-	-	8½in. (220 mm.)
Weight of touring car	-	-	-	8½ cwt. (430 kilo.)
Height to top of screen	-	-	-	4ft. 9in. (1,450 mm.)
Height to top of hood when raised	-	-	-	5ft. 4in. (1,625 mm.)

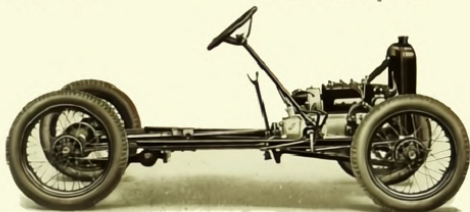
ENGINE.—4-cylinder, water-cooled, detachable head ; bore 2.2in. (56 mm.) ; stroke, 3in. (76 mm.) Total capacity, 747.5 c.c. R.A.C. rating, 7.8 ; b.h.p. 10.5 at 2,400 r.p.m. The crankshaft has roller bearings. Aluminium pistons.

FUEL SUPPLY.—By gravity from 4-gallon tank (18 litres).

IGNITION.—By magneto.

COOLING.—Radiator and fan.

LUBRICATION.—Engine lubrication is by means of a gear pump. Chassis lubrication is by grease gun.



Chassis :

Price: £99

Complete at Works

TRANSMISSION.—Single-plate clutch. The ratios of engine to road wheels are :—1st speed, 16 to 1 ; 2nd speed, 9 to 1 ; top, 4.9 to 1 ; reverse, 21 to 1. Gear changes are effected by a lever mounted centrally on the top of the box. Final drive is by helical bevel gear. The rear axle is of the three-quarter floating type, with differential and torque tube.

BRAKES.—The pedal-operated brake acts on the drums of the rear wheels, and the hand lever applies brakes to the front wheels. The adjustment of both sets is extremely accessible and quickly carried out.

STEERING.—Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the throttle and ignition control levers.

SUSPENSION.—Semi-elliptic cross spring in front ; those at the rear are quarter elliptic. Shock absorbers, front and rear.

TYRES.—Tyres are 26×3½in. Dunlop Cord Reinforced Balloon, and the wheels are of special wire type.

EQUIPMENT.—Electric starting and lighting, carburettor air strangler, spare wheel and tyre, electric horn, speedometer, blank number plates.

The AUSTIN SEVEN "Easily the best small car in the world."



A SMALL TOURING CAR, to seat two adults and two to three children or a third adult, up to a total weight of 30-32 stone. Hood, screen and side curtains afford complete weather protection for all occupants. It has every quality demanded of a larger car, is thoroughly reliable, and will give continuous hard service. Typifies the most economical method of conveyance known. Wonderful efficiency. Perfect performance. Simple control.



Price: £135

Complete at Works

Full equipment including electric starting and lighting, air strangler, electric horn, speedometer, automatic windscreen wiper, licence holder, shock absorbers, spare wheel and tyre and blank number plates. Triplex glass, £4 4 0 extra.



The AUSTIN SEVEN Saloon *"Easily the best small car in the world."*



A really successful example of the small Saloon, which will accommodate two adults and two or three children. Equal in performance with Saloons of much greater capacity; constructed and finished on similar lines. Sliding panels in windows make signalling easy. Open, they provide an airy carriage in summer time; closed, they defy the most inclement weather.



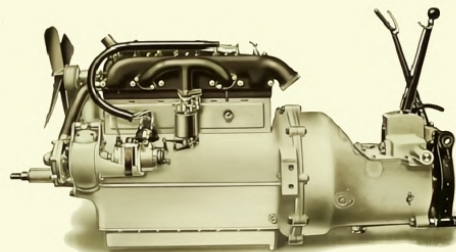
Completely equipped, including electric starting and lighting, air strangler, electric horn, speedometer, automatic windscreen wiper, licence holder, shock absorbers, spare wheel and tyre and blank number plates. Triplex glass, £20 0 0 extra.

Price: £150

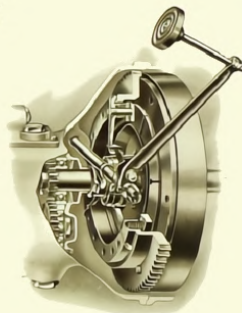
Complete at Works



COMPONENTS OF THE AUSTIN

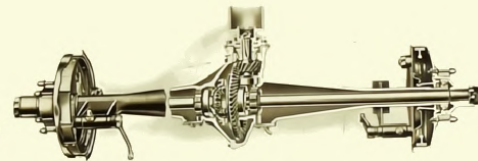
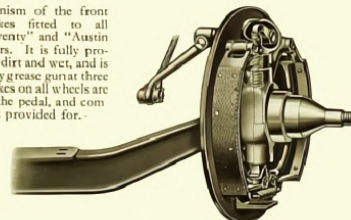


The power unit of the Austin Twenty, which resembles that of the Austin Twelve. Each has five crankshaft bearings with forced lubrication also to connecting rod and camshaft bearings. There are four speeds forward, with central gate change giving direct operation. Note direct application of hand brake and its ease of adjustment.



The single-plate clutch, working dry. Clutch and brake pedals are easily adjusted to individual requirements.

The mechanism of the front wheel brakes fitted to all "Austin Twenty" and "Austin Twelve" cars. It is fully protected from dirt and wet, and is lubricated by grease gun at three points. Brakes on all wheels are applied by the pedal, and compensation is provided for.



The final drive to the three-quarter floating back axle. Note the helical teeth, giving perfectly silent transmission of power, and the full provision for meeting all thrusts, and mode of adjusting bearings.

APPRECIATIONS OF THE AUSTIN

AUSTIN TWENTY

"One of your 20 h.p. Touring Cars, purchased in June, 1922. We commenced last week to dismantle the whole chassis, after running between 70,000 and 80,000 miles. We were most agreeably surprised at the condition. The complete back axle is in perfect state . . . owing to the grand condition of the chassis, we think it is worth a new saloon body."

—C. & Co., Newcastle-upon-Tyne, December 6th, 1926.

"It may interest you to know what my car has done in 5½ years. I took it to your 'studio' in 1924 to be overhauled, when it had done 38,000 miles . . . Since then there has been no expense for repairs . . . It has now completed 88,820 miles and seems as good as ever."

—R. L. M., Inverness, March 29th, 1927.

"Two tyres and two new front springs are the only repairs or replacements in just under 20,000 miles."

—J. S., Durham, July 22nd, 1926.

"It will interest you to know that our Austin car has reached a mileage of 100,000 miles, running excellently, and is considered to be one of the wonders of Trinidad where there are very few British cars. The only replacements have been a set of wings and a radiator . . . The performance is the more remarkable when it is borne in mind that it has been driven by various members of the staff and by native drivers."

—A. D., London, September 10th, 1926.

AUSTIN TWELVE

"As a motorist of 20 years' experience I wish to record my appreciation of your 12 h.p. Austin car . . . I have travelled 18,000 miles and beyond periodical decarbonization I have not touched the engine . . . The car is lively and sweet running and I frequently travel 200 miles in a day without fatigue. If I had to select an alternative make of car of the same class I should have great difficulty in knowing what to choose."

—R. C. P., Mold, August 30th, 1927.

"In September, 1923, I purchased an Austin Twelve 'Gordon' Landaulet. I have just completed 20,000 miles and have only to-day ordered one new tyre in replacement—that is, four tyres have been running seven days a week for 20,000 miles, a wonderful testimony to the even running of the car . . . the total expenses on engine and repairs have amounted to 27/6 . . . there is no owner-driver's car which has to earn its cost for reliability and comfort to compare with the Austin Twelve."

—J. C. T., Brighton, August 9th, 1927.

"Prior to purchasing the 'Windor' Saloon I have run the 12 h.p. touring model for 40,000 miles. On no occasion has it ever let me down. It has been so reliable in every respect that I have no option but to purchase a further one. I always feel safe when driving an Austin."

—J. C., Eastbourne, January 25th, 1927.

"It might interest you to know that we have just disposed of a 1925 12 h.p. which had done 34,000 miles, had never been decarbonized, and was still on the original tyres, and which seemed in very good mechanical condition. Our other instructional car has done just over 20,000 miles and the total expenditure to date is 8/4."

—MOTOR TRAINING INSTITUTE, London, March 10th, 1927.

"During the 18 months I have had the car out in all winds and weathers and have done 17,500 miles on the original tyres, and except for being decarbonized once the car has never been in the workshop."

—Mrs. M. B., Lyndhurst, July 6th, 1927.

"A 'Twelve' that behaves like a 'Twenty.' . . . The longer one drives it, the more its good qualities appeal . . . A high average touring speed can be maintained all day long, and it seems absolutely impossible to overheat the engine. The petrol consumption gave 30 m.p.g. at average speed of 25.7 miles per hour. Application of brake pedal at 30 m.p.h. brought the car to a standstill in 13 yards."

—Mr. GEORGE GEORGE, "Telegraph Pictorial," Sydney, July, 1927.

"I can truthfully say it is a most beautifully running car—so delicate to the touch—so true in the steering and altogether such a feeling of strength and delicacy. Extremely comfortable seats . . . I have never before ended a long day's run without feeling very tired. In the Austin, one leaves the car quite fresh. It is the most wonderful value for the price and it has been much admired."

—Mrs. B. N. C., Hobart, Tasmania, July, 1927.

AUSTIN SEVEN

"Having completed 49,000 miles total and 29,000 since her last overhaul, the car is now being overhauled again. The condition is really wonderful. Cylinders are, of course, a bit worn and are being rebored, but the crankshaft and camshaft are excellent, so are the cams, and the back axle might be new. During the four years she has been on the road the car has never let me down."

—R. M., London, July 17th, 1927.

"The Austin Seven 'Family' Model has proved itself a midget wonder. There are no made roads in these parts. The little job has never faltered, though at times I have given it the maximum to pull through the loose sandy patches, where heavier vehicles have to lay mats . . . I am thoroughly satisfied with my purchase, considering its economic value. I average 42 to 45 miles per gallon over country tracks and consider the little job a past master of comfortable and economical individual transport. This car of mine is the only 'British' job in the country at present."

—F. A. W., Oddnadatta, Central Australia, June, 1927.

"It may interest you to know that circumstances compelled me to make a journey from London to Padstow on Saturday last, and return on the following day, making a total mileage of 116 miles, without difficulty of any description. I have just completed a fifteen hundred mile tour of Devon, Cornwall and Somerset, accompanied by my wife and two children, and have been astonished at the pulling capacity and general efficiency of the car."

C. F. A., Kingston-on-Thames, July 26th, 1927.

"I purchased a standard Austin Seven in March, 1926, and have covered over 15,000 miles of trouble-free driving to date. I went for a tour in Cornwall with my wife, and carried also 14 cwt. of luggage. I left Newlyn at 7-30 a.m., and reached home at Dartford at 9-30 p.m. 328 miles in 11½ hours, averaging 57 miles to the gallon."

—M. A., Dartford, July 9th, 1927.

"I have just returned from a tour in France . . . Throughout the whole tour of 1,400 miles the little car ran without a falter and without adjustment or repair, and climbed mountains in the grandest style. The roads were of all sorts—mainly atrocious."

—A. L. U., Campden Hill, W.8., July 22nd, 1927.

MANUFACTURERS' WARRANTY

THE goods manufactured by the Company and specified in this catalogue shall be accepted by the purchaser subject to the conditions hereinafter mentioned and subject to the following express warranty, which excludes all warranties, conditions and liabilities whatsoever, whether statutory or otherwise, which might exist against the Company, but for this provision, viz.:—In the event of any defect being disclosed in any part or parts of the goods and if the part or parts alleged to be defective are returned to the Company's works, carriage paid, within twelve months after delivery, the Company undertakes to examine same, and should any fault, due to defective material or workmanship, be found on examination by the Company, it will repair the defective part or supply, free of charge, a new part in place thereof.

The Company's responsibility is limited to the terms of this guarantee, and it shall not be answerable for any contingent or resulting liability, or loss arising through any defects. This guarantee does not relate to defects caused by motor racing, wear and tear, misuse or neglect, or to the defects in any motor, motor vehicle, or goods which have been altered after leaving the Company's works, or which have been let out on hire or the identification numbers or marks on which have been altered or removed. The Company accepts no responsibility for tyres, speedometers or the electrical equipment or other goods (including coachwork) not of its own manufacture.

The Austin Motor Co. Ltd. issues no warranty of the goods except as stated herein, but desires and expects that customers shall make a thorough examination before purchasing. This warranty is limited to the despatch to the purchaser without charge except for transportation of the part or

parts, whether new or repaired, in exchange for those acknowledged by the Company to be defective.

The purchaser shall, if required at the time of purchase, personally sign the form supplied by the Company, and register his name, address, date of purchase, number of car and name and address of Seller with the Company, and shall obtain from the Company a signed copy of this warranty, and shall produce same to the Company's representative for inspection in case of any claim being made. This warranty shall not be assigned or transferred to anyone unless the Manufacturer's consent in writing has first been obtained.

The purchaser shall send to the Company's works such part or parts as are alleged or claimed to be defective promptly on the discovery of the claimed defect. Transportation is to be prepaid by the purchaser, and said part or parts to be properly packed for transit and clearly marked for identification with the name and full address of the owner, and with the number of the vehicle from which the said part or parts were taken. The purchaser shall post to the Company at its works on or before despatch of such part or parts alleged to be defective, a full and complete description of the claim and the reasons therefor.

The judgment of the Austin Motor Co. Ltd. in all cases of claims shall be final and conclusive, and purchaser agrees to accept its decision on all questions as to defects and to the exchange of part or parts. After the expiration of six days from the despatch of notification of the Company's decision, the part or parts submitted may be scrapped or returned carriage forward by the Company.

TERMS OF BUSINESS

TERMS OF BUSINESS.—The Company reserves the right to vary the list prices at any time for any reason whatsoever. Should the price be increased prior to delivery, the client has the option of cancelling the order within seven days after being notified of such increase, and of calling for the return of his deposit, which shall be accepted in satisfaction of all claims.

DELIVERY.—At the Company's Works, Longbridge, Birmingham. The Company will not be responsible for any delays in connection with the manufacture or delivery of any products listed herein, if such delays are

caused by scarcity of labour or material, strikes, lockouts or any cause over which the Company has no control.

ALTERATIONS IN DESIGNS AND EQUIPMENT.—The Company reserves the right on the sale of any car to make, before delivery, without notice, any alteration to, or departure from, the specification of designs or equipment detailed in this catalogue.

DEPOSIT.—A deposit of £25 to accompany the order for each car or chassis, and the balance of the purchase money becomes payable on delivery of goods.

The AUSTIN SEVEN "GORDON ENGLAND"

Cup Model



A WELL-KNOWN two-seater high-speed touring car. Light, silent, smart, durable and easy to clean. In addition to the standard Austin equipment, special features are: Unsplinterable safety glass in 2-panel sloping windscreen. Pneumatic upholstery throughout, covered in real antique leather. Rigid side curtains, opening with doors. Detachable hood. Five lamps. Spare wheel and tools carried in the boot, which will also accommodate luggage.

Price: £150
At London.

MESSRS. GORDON ENGLAND TAKE ALL RESPONSIBILITY FOR COACHWORK.

Fabric Saloon



A DE-LUXE model fabric-covered Saloon body, built under Gordon England patents, light and silent, comfortable and durable. Additional to the usual standard equipment, or special to this model, are: Unsplinterable safety glass throughout. Single-piece opening windscreen. Air Cushion seats. Real hide upholstery. 8-day dash clock and ash tray. Dial petrol gauge. Five lamps and roof light. Rear blind and step mats.

Price: £170
At London.

The AUSTIN Seven and Twelve "MULLINER"

TWELVE 2-4 Seater



A VERY commodious two-four seater touring car, with adjustable front seats of generous proportions. There is provision for luggage in addition to two comfortable dickey seats. Two wide doors, metal framed hood and all-weather side curtains. Upholstered in leather.

Standard equipment includes clock, driving mirror, automatic windscreen wiper, electric horn, luggage carrier, and those accessories shown on chassis specification. Triplex glass, £550 extra. Dipping headlights, £1176 extra.

Price: £255
At Works.

MESSRS. MULLINER LTD., BIRMINGHAM, TAKE ALL RESPONSIBILITY FOR COACHWORK.

SEVEN Fabric Saloon



A SMALL Fabric Saloon, neat appearance, light running, low in cost and maintenance. Framework of well-seasoned timber. Each door fitted with window winding gear. Rear quarter lights slide. Upholstered in moquette. Interior electric light. Roller blind to rear window.

Standard equipment includes electric starting and lighting, air strangler, electric horn, speedometer, automatic windscreen wiper, licence holder, shock absorbers, spare wheel and tyre, and blank number plates. Triplex glass, £200 0 extra.

Price: £150
At Works.

The AUSTIN TWELVE MULLINER "Weymann" Saloon



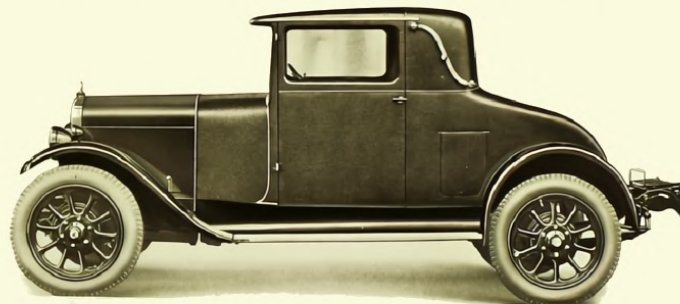
A LIGHT saloon of attractive appearance with seating capacity for five persons—having all the advantages claimed for fabric bodies. Silent, light and easy to clean. The front seats are of the folding bucket type. The saloon is built under "Weymann" patents.

Upholstered in furniture hide. With standard equipment, which includes clock, driving mirror, automatic windscreen wiper, electric horn, licence holder, luggage carrier, and those details shown on chassis specification. Triplex glass, £25 0 0 extra. Dipping headlights, £1 17 6 extra.

Price: £325
Complete at Works

MESSRS. MULLINER LTD., BIRMINGHAM, TAKE ALL RESPONSIBILITY FOR COACHWORK.

The AUSTIN TWELVE "HOYAL" Fabric Coupé



A 2-3 SEATER Coupé with capacious adjustable driving seat. The large double dickey takes two passengers or a considerable amount of luggage, and has a small door with lock for parcels, golf clubs, etc. Doors are constructed to lock. Door windows operated by winders. The head is fixed and has a roof ventilator.

Upholstered in leather or furniture hide. Equipment includes clock, driving mirror, automatic windscreen wiper, electric horn, luggage carrier, and those accessories shown on chassis specification. Triplex glass, £20 0 0 extra. Dipping headlights, £1 17 6 extra.

Price: £325
At London Depot.



MESSRS. THE HOYAL BODY CORPORATION LTD., LONDON, TAKE ALL RESPONSIBILITY.

The AUSTIN TWELVE "GORDON" *Saloon Landaulet*



EQUALLY efficient as an open or closed car, this coach-built owner-driver model, which will seat five comfortably, has an adjustable one-panel windscreen, windows with winding lifters, and adjustable driver's seat.

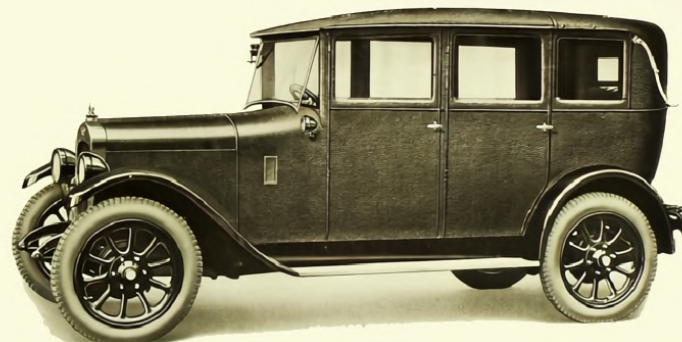
Upholstered in leather, Bedford cord or furniture hide. Equipment includes clock, driving mirror, automatic windscreen wiper, electric horn, luggage carrier, and those accessories shown on chassis specification. Triplex glass: without division, £28 0 0 extra; with division, £34 0 0 extra. Dipping headlights, £1 17 6 extra.

Price :
£385 with division.
£375 without division.
Complete at Works



MESSRS. GORDON & COMPANY, BIRMINGHAM, TAKE ALL RESPONSIBILITY FOR COACHWORK.

The AUSTIN TWELVE "GORDON" *Fabric Saloon Landaulet*



THIS four-door fabric covered model, which provides generous seating accommodation for five, has several attractive features. The rear portion of the head opens, the windows are frameless and are operated by winders, curtains to rear windows and back light.

Upholstered in furniture hide. Equipment includes clock, driving mirror, automatic windscreen wiper, electric horn, luggage carrier, and those accessories shown on chassis specification. Triplex glass, £28 0 0 extra. Dipping headlights, £1 17 6 extra.

Price: **£375**
Complete at Works



MESSRS. GORDON & COMPANY, BIRMINGHAM, TAKE ALL RESPONSIBILITY FOR COACHWORK.



AERIAL VIEW OF LONGBRIDGE WORKS. AREA COVERED 220 ACRES.

